

OHIO PUBLIC WORKS COMMISSION

77 South High Street, Room 1629

Columbus, Ohio 43266-0303

(614) 466-0880

CB 204

APPLICATION FOR FINANCIAL ASSISTANCE

NOTE: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

APPLICANT NAME City of Silverton
STREET 6860 Plainfield Road
Cincinnati, Ohio 45236
CITY/ZIP _____

PROJECT NAME Plainfield Road/Blue Ash Road Rehabilitation
PROJECT TYPE Roadway Rehabilitation
TOTAL COST \$ 154,800.00

DISTRICT NUMBER 2
COUNTY Hamilton

PROJECT LOCATION ZIP CODE 45236

This section to be completed by District Committee ONLY:

DISTRICT FUNDING RECOMMENDATION

AMOUNT OF REQUEST: \$ 126,630.00

FUNDING SOURCE (Check Only One):

☒ State Issue 2 District Allocation
☐ State Issue 2 Small Government Funds
☐ State Issue 2 Emergency Funds
☐ Local Transportation Improvement Program

This section to be completed by OPWC ONLY:

OPWC PROJECT NUMBER: _____

OPWC FUNDING AMOUNT: \$ _____

1.0 APPLICANT INFORMATION

1.1	CONTACT PERSON	Paul J. Steman
	TITLE	Service Director
	STREET	City of Silverton
		6860 Plainfield Road
	CITY/ZIP	Silverton, Ohio 45236
	PHONE	(513) 793 - 7980
	FAX	() -
1.2	CHIEF EXECUTIVE OFFICER	Richard Hunter
	TITLE	Mayor
	STREET	City of Silverton
		6860 Plainfield Road
	CITY/ZIP	Silverton, Ohio 45236
	PHONE	(513) 793 - 7980
	FAX	() -
1.3	CHIEF FINANCIAL OFFICER	Brenda Williams
	TITLE	City Clerk
	STREET	City of Silverton
		6860 Plainfield Road
	CITY/ZIP	Silverton, Ohio 45236
	PHONE	(513) 793 - 7980
	FAX	() -
1.4	PROJECT MGR	John Eisenmann, P.E., P.S.
	TITLE	City Engineer
	STREET	CDS Associates, Inc.
		11120 Kenwood Road
	CITY/ZIP	Cincinnati, Ohio 45242
	PHONE	(513) 791 - 1700
	FAX	(513) 791 - 1936
1.5	DISTRICT LIAISON	William Brayshaw
	TITLE	Deputy County Engineer
	STREET	700 County Administration Building
		138 East Court Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 632 - 8523
	FAX	() -

2.0 PROJECT SCHEDULE

	ESTIMATED START DATE	ESTIMATED COMPLETE DATE
2.1 ENGR. DESIGN	<u>04</u> / <u>02</u> / <u>90</u>	<u>06</u> / <u>01</u> / <u>90</u>
2.2 BID PROCESS	<u>06</u> / <u>01</u> / <u>90</u>	<u>06</u> / <u>15</u> / <u>90</u>
2.3 CONSTRUCTION	<u>07</u> / <u>02</u> / <u>90</u>	<u>08</u> / <u>31</u> / <u>90</u>

3.0 PROJECT INFORMATION

3.1 PROJECT NAME: Plainfield Road/Blue Ash Road Rehabilitation

3.2 BRIEF PROJECT DESCRIPTION

A. SPECIFIC LOCATION:

Plainfield Road from Montgomery Road to the north corporation line.
Blue Ash Road from Plainfield Road to north corporation line.
(See attached vicinity map)

B. PROJECT COMPONENTS:

Remove existing surface course (3"+). Repair subbase and base as necessary.
Remove and replace existing concrete curb and gutter. Re-establish roadway
crown with a 1" leveling course and cap with a 1-1/2" surface course.

C. PHYSICAL DIMENSIONS/CHARACTERISTICS:

Plainfield Road from Montgomery Road to the north corporation line is a 3-lane
roadway, 33' wide and 1,275' long. Blue Ash Road from Plainfield Road to
north corporation line is a 2-lane roadway 30' wide and 600' long.

D. DESIGN SERVICE CAPACITY:

Plainfield Road and Blue Ash Road are currently capable of carrying the
existing traffic volume. The proposed roadway improvements will not change
the capacity of the roadway.

3.3 REQUIRED SUPPORTING DOCUMENTATION

Attach Pages.

4.0 PROJECT FINANCIAL INFORMATION

4.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	\$ 1,410.00
	2. Final Design	\$ 11,280.00
	3. Construction Supervision	\$ 1,410.00
b)	Acquisition Expenses	
	1. Land	\$.00
	2. Right-of-Way	\$.00
c)	Construction Costs	\$ 131,510.00
d)	Equipment Costs	\$.00
e)	Other Direct Expenses	\$.00
f)	Contingencies	\$ 9,190.00
g)	TOTAL ESTIMATED COSTS	\$ 154,800.00

4.2 TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 154,800.00

4.3 TOTAL PORTION OF PROJECT NEW/EXPANSION \$.00

4.4 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent)

	Dollars	%
a)	Local In-Kind Contributions	\$
b)	Local Public Revenues	\$ 28,170.00 18
c)	Local Private Revenues	\$
d)	Other Public Revenues	
	1. State of Ohio	\$
	2. Federal Programs	\$
e)	OPWC Funds	\$ 126,630.00 82
f)	TOTAL FINANCIAL RESOURCES	\$ 154,800.00 100

4.5 STATUS OF FUNDS

Attach Documentation.

4.6 PREPAID ITEMS

Attach Page.

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies: that he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code; that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, equal employment opportunity, Buy Ohio, and prevailing wages.

Paul Steman, Service Director

Certifying Representative (Type Name and Title)

Signature/Date Signed

Paul Steman 10-31-89

Applicant shall circle the appropriate response to the statements.
In my project application, I have included the following:

☒ YES NO

Two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code.

☒ YES NO

A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code.

☒ YES NO

A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code.

☒ YES NO

Two (2) copies of a 5-year Capital Improvements Report have been submitted to my District Integrating Committee as required in 164-1-31 of the Ohio Administrative Code.

☒ YES NO

A "status of funds" report per section 4.5 of this application.

YES NO ☒ N/A

A copy of the cooperative agreement (for projects involving more than one subdivision).

YES NO ☒ N/A

Copies of all warrants for those items identified as "pre-paid" in section 4.6 of this application.

6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

Donald C. Schramm, Chairperson, Dist. 2 Integrating Committee

Certifying Representative (Type Name and Title)

Donald C. Schramm 1/25/90

Signature/Date Signed

YEAR	PROJECT NAME	FUNDING SOURCE				ISSUE 2	PROJECT TOTAL (THOUSANDS OF DOLLARS)
		OTHER	LOCAL	MRF	CD		
1988	Section Road Improvement Concrete curb repair, grinding and asphalt overlay for entire length of Section Road in the City of Silverton			X			<u>\$71,593.26</u>
							\$71,593.26 YEAR TOTAL
1989	Plainfield Road Improvements Phase One Concrete curb repair, base repair pavement planing and asphalt overlay			X			\$204,325.00
	1989 Street Program (excluding Plainfield Road)		X				<u>\$ 64,541.11</u>
	Roads Included: Oakcrest, Queencrest, Holman South and West Fordham						\$268,866.11 YEAR TOTAL

DATE _____

USEFUL LIFE: 10
Rehabilitation
JOHN
OPINION OF CONSULTING
ENGINEER
bys qualified to
REGISTERED
ENGINEER
1958/1981

The City of Silverton

HAMILTON COUNTY
SILVERTON, OHIO 45236

6660 PLAINFIELD PIKE
793-7980



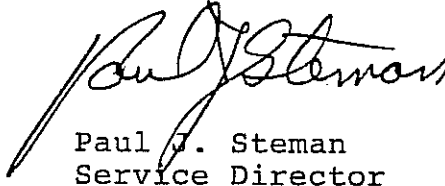
January 4, 1990

To Whom It May Concern:

Re: Issue 2 Funding for
Plainfield Road/Blue Ash Road

The \$28,170.00 Local Public Revenues amount will be paid from the City of Silverton's General Fund.

Sincerely,

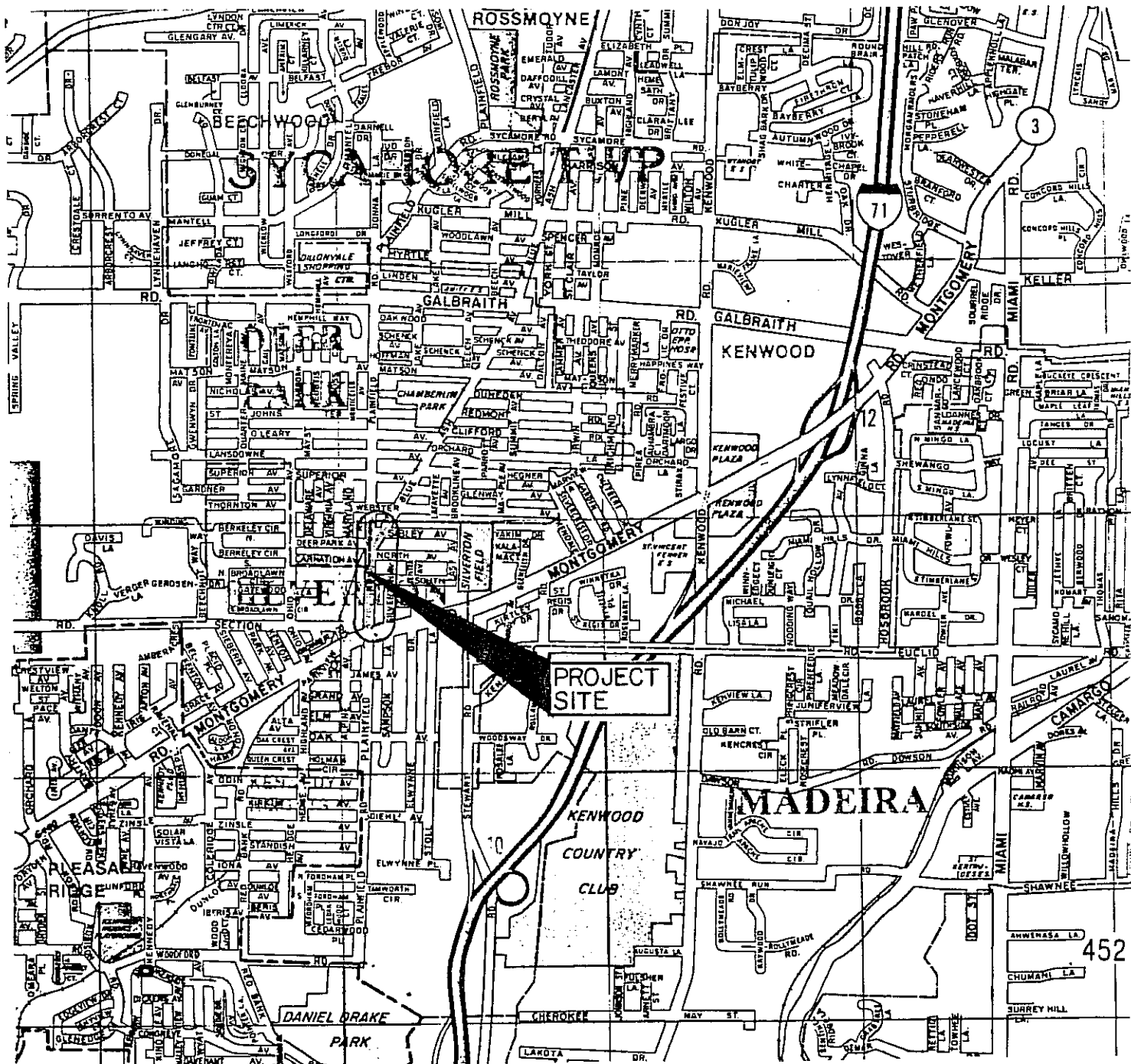


Paul J. Steman
Service Director

PJS/js

cc: Mayor Richard F. Hunter

VICINITY MAP



**BLUE ASH ROAD/
PLAINFIELD ROAD REHABILITATION**



Photo A: Plainfield Rd./Blue Ash Rd. - Looking south on Plainfield Road just north of Montgomery Road.

Note the existing curb is cracking and almost non-existent due to numerous overlays. The existing pavement is cracked and in need of base repair.

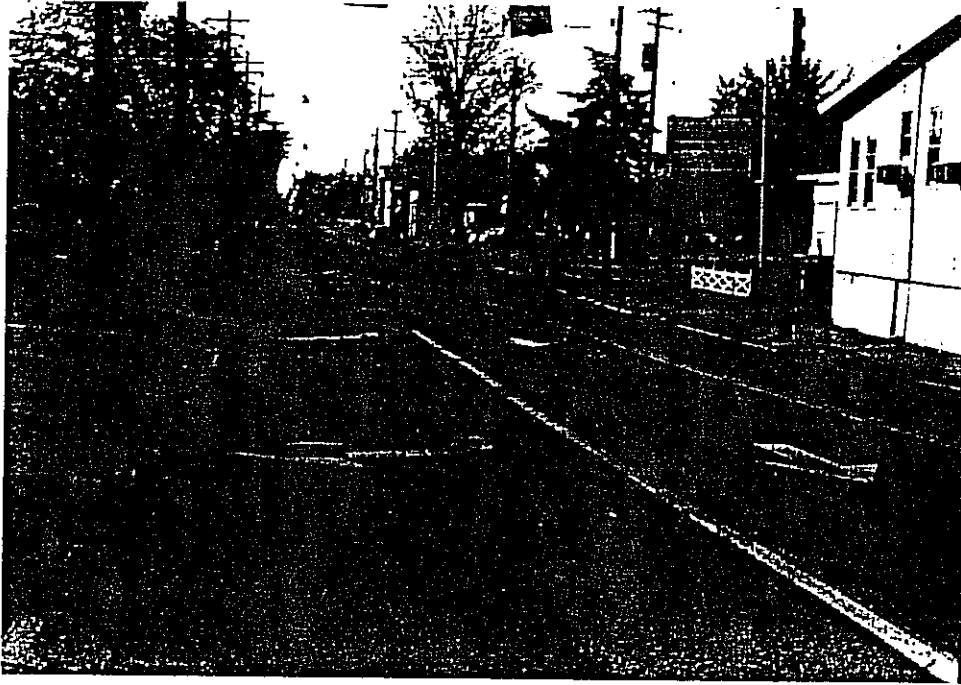


Photo B: Plainfield Rd./Blue Ash Rd. - Looking south on Plainfield Road just north of Blue Ash Road.

Note the existing curb is cracked and broken. In some areas the curb is non-existent due to numerous overlays. Also, note the cracking of the existing pavement.

APPLICATION YEAR: 1990

STATE OF OHIO

INFRASTRUCTURE BOND PROGRAM

DISTRICT 2, HAMILTON COUNTY

PROJECT APPLICATION

Jurisdiction/Agency: City of Silverton Population (1980): 6,172

Project Title : Plainfield Road/Blue Ash Road Rehabilitation

Project Identification and Location: Plainfield Road from Montgomery Road to North Corporation Line. Blue Ash Road from Plainfield Road to North Corporation line.

Type of Project: Rehabilitation X Replace Betterment*

(Mark more than one box if there are expansion elements such as 2 lane bridge being replaced with a 4 lane bridge)

Explanation of Betterment Elements of Project*: N/A

Road X Bridge Flood Control System (Stormwater)

Solid Waste Disposal Facilities Waste Water Treatment Systems

Storm Water and Sanitary Collection Storage & Treatment Facilities

Water Supply Systems

Detailed Description of Project **: Remote existing surface course. Repair subbase and base as necessary. Remove and replace existing concrete curb. Overlay pavement with a 1" asphalt leveling course to reestablish the roadway crown and cap with a 1-1/2" asphalt surface course.

Type of Issue 2 Funds: District 2 X Small Government

Water/Sewer Rotary Emergency

* See definition of Betterment attached.

** Attach additional sheets if necessary

1. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being poor to very poor in condition, adequacy and/or serviceability.

Typical examples are:

Road percentage = $\frac{\text{Miles of road that are poor to very poor}}{\text{Total mileage of road within jurisdiction}}$

Storm percentage = $\frac{\text{Length of storm sewers that are poor to very poor}}{\text{Total length of storm sewer within jurisdiction}}$

Bridge percentage = $\frac{\text{Number of bridges that are poor to very poor}}{\text{Number of bridge within jurisdiction}}$

Roadway Percentage = $\frac{3.91 \text{ miles of roadway (Very Poor)} \times 14.62 \text{ miles of roadway within City}}{26.7\%}$

2. What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

Closed	_____	Fair to Poor	_____
Extremely Poor	<u> X </u>	Fair	_____
Poor	_____	Good	_____

Give a brief description of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge), surface type and width, grades, curves, sight distances, drainage structures, sanitary sewers, and water mains. List the age of the infrastructure to be repaired or replaced using one of the following categories: less than 20 years, 20-29 years, 30-39 years, 40-49 years, 50 years or older

This roadway is between 40 to 50 years old and functions as a major collector serving Deer Park and Silverton. The roadway surface has been overlaid a number of times. The last overlay was in 197 . The existing roadway surface is deteriorated and is in need of base repair and resurfacing. The existing curb is broken and cracked and in need of replacement. Also due to the number of overlays, the curb is almost non-existent in most areas.

3. If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur?

Please indicate the current status of the project development by circling the appropriate answers below.

- | | | | | |
|----|---|---|-----------------------------|------------------------------|
| a) | Has the Consultant been selected? | <input checked="" type="checkbox"/> Yes | No | N/A |
| b) | Preliminary development or engineering completed? | <input checked="" type="checkbox"/> Yes | No | N/A |
| c) | Detailed construction plans completed? | Yes | <input type="checkbox"/> No | N/A |
| d) | All right-of-way acquired? | Yes | No | <input type="checkbox"/> N/A |
| e) | Utility coordination completed? | Yes | <input type="checkbox"/> No | N/A |

Give estimate of time, in weeks or months, to complete any item above not yet completed. The estimated time to complete the detailed construction plans through the bidding process is 3 months. Utility coordination will be concurrent with the detailed design.

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area.

Where applicable, comment on the following:

- a.) Overall safety, including accident reduction (Accident records should be attached, if available). The removal and replacement of the pavement surface to reestablish the roadway crown and the repair of the curbs will improve the roadway drainage and provide a safer surface.
- b) Emergency vehicle response time (fire, police & medical) No impact
- c) Other factors (i.e., fire protection, health hazards, etc.) No impact
- d) Additional User Costs - The additional distance and time for the users to travel a detour or an alternative route No additional user costs. Traffic will be maintained during construction.
- e) When project is complete, how will it impact adjacent business? It will improve the rideability of Plainfield Road and will project a good image as you enter into Silverton.

5. Are matching funds available? (i.e. Federal, State, MRF, Local, etc.)

To what extent of anticipated construction cost?

List the type and amount of funds being supplied by the local agency. This amount may be from local, Federal, State, Municipal Road Fund (MRF), or other sources. Explain additional funding through other sources being applied for or received for the project. Also, explain any need to accumulate funds for construction at a later date. Complete LOCAL FUNDING SOURCES on Page 6.

The local agency shall supply a minimum of 10% of the anticipated construction cost. Additionally, the local agency shall pay for all costs of engineering, inspection of construction, right-of-way, and betterment portion of the project. Complete ESTIMATED COST OF PROJECT on Page 6.

6. Has any formal action by a federal, state or local government agency resulted in a partial ban or complete ban of the use of expansion of use for the involved infrastructure?

Are there any roads or streets within the proposed project limits that have weight limits (partial ban) or truck restrictions (complete ban)? Have any bridges had weight limits imposed on them (partial ban) or truck prohibitions (complete ban)? Have the issuance of new Building permits been limited (partial ban) or halted (complete ban) because the existing storm/sanitary sewer or water supply system in a particular area is inadequate? Document with specific information explaining what type of ban currently exists and the agency that imposed the ban. No such bans exist.

7. What is the total number of existing users that will benefit as a result of the proposed project? Use appropriate criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users.

For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day. The ADT reported in the 1985 OKI

traffic count directory was 9400 for this portion of Plainfield Road;

therefore 9400 x 1.2 = 11,280 users benefited.

8. The applicant has conducted a study of its existing capital improvements and their condition. A five year overall Capital Improvement Plan (that shall be updated annually) is attached or on file with the District Integrating Committee for the current year or shall be submitted by March 31 of the program year. The Plan shall include the following:
- a) An inventory of existing capital improvements, including their condition.
 - b) A plan that details capital improvements needs during the next five years and,
 - c) A list of the political subdivision's priorities in addressing these needs.

The attached Form 1 shall be completed for those projects which are being submitted for Issue 2 funds.

9. Is the infrastructure to be improved part of a facility that has regional significance? (Number of jurisdictions served, size of service area, trip lengths or lengths of route, functional classifications) Plainfield Road is

a minor north/south arterial road serving Deer Park and the City of

Silverton.

10. ESTIMATED COST OF PROJECT

<u>ACTIVITY</u>	<u>ISSUE 2 FUNDS</u>	<u>LOCAL FUNDS</u>
Planning, Design, Engineering	(100% Local)	\$ <u>12,690.00</u>
Right-Of-Way/Real Property	(100% Local)	\$ <u>.00</u>
Inspection of Construction	(100% Local)	\$ <u>1,410.00</u>
Construction and Contingencies	\$ <u>126,630.00</u>	\$ <u>14,070.00</u>
Betterment Portion	(100% Local)	\$ <u>.00</u>
SUBTOTAL	\$ <u>126,630.00</u>	\$ <u>28,170.00*</u>
Grand Total (Issue 3 Funds Plus Local Funds)		\$ <u>154,800.00</u>

LOCAL FUNDING SOURCES

Municipal Road Fund (MRF)	\$ <u>.00</u>
State Fuel & License Funds	\$ <u>.00</u>
Local Road Taxes	\$ <u>.00</u>
Local Bond or Operating Funds	\$ <u>.00</u>
Misc. Funds (Specify) <u>Capital Improvement</u>	\$ <u>28,170.00</u>
TOTAL LOCAL FUNDS	\$ <u>28,170.00 **</u>

** These numbers must be identical

CAPITAL IMPROVEMENT PLAN

LOCAL ABILITY TO PAY

A. Previous Capital Budget for Infrastructure Projects*

Budget is based on expenditures or appropriations?* (Circle One)

Funding (in thousands of dollars)	% of TOTAL expenditures/ appropriations	% of TOTAL Capital budget USED FOR INFRASTRUCTURE REPAIR/REPLACEMENT
1986 \$ <u>51</u>	<u>2.4</u> %	<u>100</u> %
1987 \$ <u>41</u>	<u>1.8</u> %	<u>100</u> %
1988 \$ <u>78</u>	<u>3.7</u> %	<u>100</u> %
1989 \$ <u>243*</u>	<u>11.5</u> %	<u>100</u> %

* Includes \$178,645.85 Hamilton County MRF

B. Projected Capital Budget for Infrastructure Projects*

Budget is based on expenditures or appropriations?* (Circle One)

Funding (in thousands of dollars)	% of TOTAL expenditures/ appropriations	% of TOTAL Capital budget USED FOR INFRASTRUCTURE REPAIR/REPLACEMENT
1990 \$ <u>70</u>	<u>3.3</u> %	<u> </u> %
1991 \$ <u>70</u>	<u>3.3</u> %	<u> </u> %
1992 \$ <u>70</u>	<u>3.3</u> %	<u> </u> %

* Use only funds expended or appropriated for construction CONTRACTS.

Briefly explain any significant Reduction (10% or more) in projected expenditures or appropriations for 1989-92 as compared to actual expenditures or appropriations for previous years. (It is the intent of Issue 2 to SUPPLEMENT local capital funds, not REPLACE them.) _____

Does the jurisdiction utilize any of the following methods for funding sources
(Circle answer)

Local income tax	<input checked="" type="checkbox"/> Yes	No
Permissive license plate fee	<input checked="" type="checkbox"/> Yes	No
Bridge and road levies	Yes	<input type="checkbox"/> No
Tax increment financing and/or	Yes	<input type="checkbox"/> No
capital improvement bond issues		
Direct user fees	Yes	<input type="checkbox"/> No
Permit fees and fines.	<input checked="" type="checkbox"/> Yes	No

13. AUTHORIZATION

The applicant hereby affirms that local funds will be provided if this project is selected.

Note: Attach with application any photographs, reports, plans or other available data on the project.

City of Silverton

6860 Plainfield Road

Silverton, Ohio 45236
Address

(513) 793-7980
Phone (Work)


Signature

Paul J. Steman
Name

Service Director
Position

City of Silverton
Local Jurisdiction/Agency

NOTE THAT THIS FORM IS BEING OFFERED FOR
APPLYING JURISDICTION/AGENCIES: INFORMATION PURPOSES ONLY. IT WILL BE
FILLED OUT BY THE SUPPORT STAFF, BASED ON
INFORMATION SUPPLIED ON APPLICATION FORMS.

OHIO'S INFRASTRUCTURE BOND PROGRAM (ISSUE #2)

DISTRICT 2 - HAMILTON COUNTY

1990 PROJECT SELECTION CRITERIA

JURISDICTION/AGENCY:

City of Silverton

PROJECT IDENTIFICATION:

SIL-9001-2A, Plainfield Rd + Blue Ash Rd. Rehab

from Montgomery Rd to Silverton north corporation Line

PROPOSED FUNDING: *in order of preference*

1. District 2, 2. LTIP.

ELIGIBLE CATEGORY:

Roadway

POINTS

10

1. Type of Project

10 points - Bridge, road, storm water.
3 points - All other type projects.

10

2. If Issue 2 Funds are awarded, how soon after the agreement with OPWC is completed would bids occur?

10 points - Will be let in 1990
5 points - Likely to be let in 1990
0 points - Not likely to be let in 1990

- 4
3. What is the condition and/or serviceability of the infrastructure to be replaced or repaired. For bridges, base condition on latest general appraisal and condition rating.

10 points - Closed
8 points - Extremely Poor
6 points - Poor
4 points - Fair to Poor
2 points - Fair
0 points - Good

- 4
4. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor to very poor in condition, and/or inadequate in service.

10 points - 50% and over
8 points - 40% and over
6 points - 30% and over
4 points - 20% and over
2 points - 10% and over

- 4
5. How important is the project to the health, welfare and safety of the public and the citizens of the district and/or the service area?

10 points - Significant importance
8 points -
6 points - Moderate importance
4 points -
2 points - Minimal importance

- 6
6. What is the overall economic health of the jurisdiction?

~~10~~ 20 points - Poor
~~8~~ 16 points -
~~6~~ 12 points - Fair
~~4~~ 8 points -
~~2~~ 4 points - Excellent

- 2
7. Are matching funds for this project available? (i.e., Federal, State, MRF, Local, etc.). To what extent of estimated construction cost?

10 points - More than 50%
8 points - 40-50% and over
6 points - 30-49% and over
4 points - 20-29% and over
2 points - 10-19% and over

10% of Construction Cost

16% of Total cost.

- 0 8. Has any formal action by a Federal, State or local governmental agency resulted in a partial or complete ban of the use or expansion of use for the involved infrastructure? This includes reduced weight limits on bridges.

10 points - Complete ban
5 points - Partial ban
0 points - No action

- 4 9. What is the total number of existing users that will benefit as a result of the proposed project. Use appropriate criteria such as households, traffic count, public transit, daily users, etc. and equate to an equal measurement of persons.

5 points - Over 10,000
4 points - Over 7,500 to 9,999
3 points - Over 5,000 to 7,499
2 points - Over 2,500 to 4,999
1 points - Under 2,449

- WJ 10. Does the infrastructure have regional impact? (May consider size of service area, trip length or total length of route, number of jurisdictions, functional classification, etc.)

5 points - Major impact
4 points -
3 points - Moderate impact
2 points -
1 points - Minimal impact

49 TOTAL POINTS

Joe Hylton
Hein Pethit

Reviewer Names

11/21/89

Date